
...the result of a more than fully satisfactory demand of the company on the basis of the position of the market.

Such a course would naturally have the same effect of ordinary means, an increased irritation and antagonism and instead of bringing employer and worker together, it would drive them further apart and make all at ethical conciliation and peace even more and more difficult.

The matters referred to above, are, as elementary, the chief with some good arbitration, to protect itself and the means of trade is increased. For the employees of a large concern, the processes of compulsory arbitration mean their employer into court and demand for an increased and more subject, enters a decree in favor of petitioners. The decree of a court to be executed by the officers of the force, even to the military arm of government. Thus the employer would be compelled either to pay the increased rate or sacrifice his business, then through petitioning employees, one of the petitioners would be named, and the law was in favor of the employer. It would be executed with all the force and of the state, the same as in the instance. Then the employee would be obliged to accept the rate of wages fixed by the decree of the court, the consequences. These consequences would be defined by the law in the penalties.

One can easily see how under conditions the results might be brought about, but to the establishment involved in the last analysis, for economic production would be reduced, or so greatly retarded, and concerns have to go out of business, or elaborate goods or resort to various means to raise prices in order to carry on business in accordance with the orders. The results might be still far-reaching and necessitate how what we now know in popular parlance as the "trust," but the assumption of the government of productive industry.

Taking another view of compulsory arbitration, it would seem that it inevitably result in the destruction of trade unions. In order to meet elements involved in the rise of the law, the unions would have incorporated or registered, or in any way constituted persons, in the law, that they could sue and be sued.

A union, a party to a suit in compulsory court, must be able to sue the employer for the loss of the decree, either in damages, must be met by a money payment, the loss of its charter.

It is this particular condition makes nearly all labor organizations in this country, especially those representing the transportation industry, antagonistic to the inauguration of system of compulsory arbitration, for the system of compulsory arbitration, the impossibility of decree or judgments, would inevitably the destruction of the union, and ultimately of trade unionism itself.

Most men now agree that some unionism is desirable.

The great concerns involved in the transportation combinations, mean early the organization of labor. The transportation industry, the union must be dealt with individually, must be more and more collective, gaining as organization on both sides.

Hence the destruction of unionism would be a disaster to industry.

Turning to another side of the question, that of transportation, where state interests are involved, it is conceded at once that the employment in the nature of public utility, the transportation industry, and public corporations. Some people may be deceived that may call for thorough obligation on the part of railway companies to perform their duties, and on the part of the railway employees to perform their duties, and to protect the public from the disastrous results of industrial traffic.

Here may be an opportunity of application of some of the principles of compulsory arbitration, but the problem is so delicate that it should be approached with great caution and wisdom.

Many suggestions have been made during the past few years in the direction of making employees the servants of the public through government intervention, or through the employment of enlisted men, or by the use of license in such a way that a violation of their contract with the railway companies should forfeit their license. These measures are compulsory measures, in essence, and are not wise.

So far, however, no one has been able to have the wisdom to provide for compulsory regulation and control of public carriers and their employees at the same time infringing the rights of the individual; but if some arbitration system could be made only in some degree desirable as affect the real convenience of the public itself.

Under the patronage of advertisement should at last have a press basis fearlessly—a press that would do its duty.

Of course, a good many things would be thrown out of work, and the task of drawing out the wells and drawing, putting on a great deal of flourish and suggestion, it is possible that they might.

We have postal cards printed for use of the workers in getting new subscribers. Send in your

A correspondent asks the following question:

"Since if Socialism, state or municipal were established, there would be little need to advertise, what would the newspapers do? At present we get a big paper for a halfpenny, and the advertiser pays. If there were no advertisements, how could we have a big paper at a kopeck?"

But the advertiser pays. Well, who pays the advertiser? The consumer. The advertiser even if papers cost more, the consumer would only be paying for news what he now pays for soap, pills or mustard.

But let us try to imagine what would happen to the press under Socialism.

Under Socialism the newspapers would be owned by the people. The first result would be that the paper must either be a great deal smaller, they must raise their price.

under the patronage of advertisers should at last have a press that is fearless—a press that would be the property.

Of course, a good many papers would be thrown out of work; but most of these gentlemen are engaged in the task of dropping buckets into the well of wrong-doing, and doing a great deal of foolish and unprofitable work. It is possible that they might be provided with some less useless campaign.

Under Socialism one great source of revenue would supply all the general news of the papers.

Under Socialism, the work of the poets, novelists, short-story writers, economists, philosophers, scientists, politicians would be at the service of the whole press.

If Kipling wrote a tale, Swinburne a song, Alfred Russel Wallace a poem, or even a thousand of these, the work would be printed in the same day paper, and the newspapers in the kind of way that the best work is scattered about, in shilling books and shilling papers, and the workers cannot afford to read it.

—Robert M. La Follette in *The Outlook*

22 members of the old law firm
 subscribed for The Herald and
 the number of their subscrip-
 tion is their interest in the
 will save a week or more in
 delivery of the same.

